



## **STAFF REPORT**

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### **Discussion and Direction on Residential Permit Parking in the Area of Carlmont High School**

Honorable Mayor and City Council:

#### **Summary**

On July 27, 2004, City staff presented to Council a report showing four areas in the City where residential permit parking might be considered. The area thought to have the biggest problem that might be resolved by residential permit parking was the area adjacent to Carlmont High School. The City Council desired to start in one area as a trial and directed staff to determine whether or not there was support for residential permit parking in the Carlmont area. This report presents the findings of a survey of the residents.

#### **Background**

Historically there have been complaints regarding students parking on residential streets in the area of Carlmont High School. The complaints have ranged from students blocking driveways, residents not having access to parking in front of their homes during school days, and students dumping trash in their yards. In recent years the problem has increased as the result of construction on the high school campus and an increase in enrollment.

The Police Department has been actively working with the high school to address many of these complaints. The high school principal is very aware of the area residents concerns and has been active in trying to address the problems. School staff has patrolled the area to insure that students are not parking illegally or dumping trash. If trash is dumped, school staff has been picking it up. The principal will call a student out of class and take the student to their vehicle if they are parked illegally. In addition, the high school has an agreement with the church located at 1315 Alameda de las Pulgas to allow students to park in their lot with a permit.

City staff made a presentation to City Council at their July 27th meeting on potential locations for residential permit parking. It was determined that the most logical place to try residential permit parking on a trial basis was the area around the Carlmont high school. However, Council wanted to make sure that there was strong support for a residential permit-parking program. Staff had recommended a 2/3rds threshold of support before implementing any program.

A survey was developed and sent to all the residents that are currently impacted by non-residential parkers or would be impacted if a residential permit-parking program was implemented (See Attachment A for the survey zone). The survey sent to a total of 109 residents and the church located on Alameda de las Pulgas (included as Chula Vista). The returned survey form was paid for by the City and was due October 8<sup>th</sup>. On October 1<sup>st</sup>, City staff sent a reminder survey form with return postage to all the addresses that had not responded to the initial mailing. On Wednesday, October 13<sup>th</sup>, City staff attempted to contact the remaining residents who did not respond by telephone and offered to collect the survey information over the phone. The City received responses from 98 out of the 109 addresses surveyed or an 86 percent response rate.

The following table indicates the responses of the residents when asked whether or not they support the implementation of residential permit parking:

STREET	NUMBER OF PROPERTIES	SHOULD PERMIT PARKING BE IMPLEMENTED?			
		YES	NO	DNR*	% YES of Responding
<b>CHULA VISTA</b>	37	16	16	5	50%
<b>EL VERANO</b>	21	5	15	1	25%
<b>FERNWOOD</b>	6	2	2	2	50%
<b>LADERA</b>	23	6	16	4	27%
<b>VALDEZ</b>	22	9	11	2	45%
<b>TOTAL</b>	<b>109</b>	<b>38</b>	<b>60</b>	<b>11</b>	<b>39%</b>

\*DNR=Did Not Respond

The table indicates that for the entire survey area that 39 percent of the residents responding to the survey support the implementation of permit parking. When those not responding are included approximately one third of the residents indicated support. Chula Vista and Fernwood had the highest percentage supporting permit parking at 50 percent of those responding. Only 42 percent of all of the Chula Vista residents and one-third of the residents on Fernwood indicated support of permit parking.

The following table indicates the responses of the residents when asked if they would be willing to pay for residential permit parking:

STREET	NUMBER OF PROPERTIES	ARE YOU WILLING TO PAY FOR PERMITS?			
		YES	NO	DNR*	% YES of those Responding
CHULA VISTA	37	12	20	5	38%
EL VERANO	21	2	18	1	10%
FERNWOOD	6	1	3	2	25%
LADERA	23	4	18	1	18%
VALDEZ	22	4	16	2	20%
<b>TOTAL</b>	<b>109</b>	<b>23</b>	<b>75</b>	<b>11</b>	<b>23%</b>

\*DNR=Did Not Respond

The table indicates for the entire survey area that only 23 percent of the residents who responded are willing to pay for permit parking. Thirty eight percent of the residents who responded on Chula Vista indicated that they would be willing to pay for permit parking. Many of the responders to the survey believed that the high school should pay for the implementation of the permit program.

#### **Cost to Implement Residential Permit Parking Program:**

The Police Department has indicated that .5 FTE of a Community Services Officer (CSO) would be needed to provide the enforcement for the area. In addition, there would be additional supervision required of this additional CSO. No additional vehicles would be required. The .5 FTE CSO cost would be \$27,000.

The cost to post the area with permit parking restrictions would be \$8,400. There is a recurring cost to replace faded signs once every 5 years. The replacement costs will be approximately \$1,100. The annualized cost for the installation will be approximately \$1,700.

The administration of a residential program in the area around the high school can be handled using the existing staff and the .5 FTE CSO. Additional staff would be required if any residential permit parking zones are established beyond this area.

The total annual cost to implement, administer, and enforce a residential permit program in the area of the High School will be \$28,700.

#### **Residential Permit Fees:**

The proposed requirement for residential permit fees is for the affected residents to pay for the cost to implement, administer and enforce the residential permit parking area. There are 109 potentially affected residents (the church has off-street parking). It has been assumed for purposes of determining the actual cost of a residential permit that each resident will purchase at least 3 parking permits. The cost per permit will be approximately \$88. Realistically speaking, not all residents will purchase permits. Many residents have more than adequate off-street parking.

The survey of residents indicating a willingness to pay for residential permit parking indicated that they would pay up to \$40 per permit. If the same assumption is made as to the number of permits that would be purchased, the \$40 per permit would generate \$13,080. The difference between the actual cost of the program and the amount of revenue generated by a \$40 permit fee is \$15,620 per year.

### **Fiscal Impact**

There is no fiscal impact if a residential permit program is not implemented. There may be a fiscal impact on the General Fund if a residential permit program is implemented. The fiscal impact will depend upon the fee that is charged for residential parking permits. If no fee is charged, the cost will be \$28,700 per year. Assuming a \$40 per permit fee, it would cost approximately \$15,600 per year.

### **Recommendation**

It is recommended City Council provide direction to staff as to whether or not a residential parking permit program should be implemented in the area of Carlmont High School. If such a program is to be established, Council should set a level for the permit fee or determine if no fee is to be charged.

### **Alternatives**

1. Refer back to staff for additional information

### **Attachments**

1. Residential Permit Parking Survey Map

Respectfully submitted,

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